

ACOUSTICAL ANALYSIS ASSOCIATES, INCORPORATED

AAAI Report 1301  
AAAI Project 88018

# QUARTERLY NOISE MONITORING AT BURBANK AIRPORT FOURTH QUARTER 2004

FEBRUARY 2005

Prepared for:



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AAAI Project 88018

QUARTERLY NOISE MONITORING  
AT BURBANK AIRPORT  
FOURTH QUARTER 2004

FEBRUARY 2005

Prepared for:

Burbank-Glendale-Pasadena Airport Authority  
2627 Hollywood Way  
Burbank, CA 91505

Prepared by:

Acoustical Analysis Associates, Inc.  
950 Enchanted Way, Suite 106  
Simi Valley, CA 93065

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**QUARTERLY NOISE MONITORING AT BURBANK AIRPORT**  
**FOURTH QUARTER 2004**

**I. INTRODUCTION**

In compliance with the California Noise Standards (Reference 1) and the current variance from certain provisions of the Standards (Reference 2), the operator of the Burbank Airport is required to perform noise monitoring in the vicinity of the airport for the purpose of establishing a noise impact boundary. The Noise Standards currently specify a community noise equivalent level (CNEL) of 65 dB for the noise impact boundary<sup>1</sup>. The airport is required to provide, each quarter, an updated annual noise impact contour based on measurement data over the four preceding quarters.

A permanent noise monitoring system became operational in April 1980 and, with brief interruption for system expansion, maintenance, and program changes, has been operational since that time. Of the original nine noise monitor sites, eight have remained unchanged since 1980. The monitor at site 8 was removed in 1997 and replaced by a monitor at site 18. Two sites were added east of the airport in late 1980. Four sites were added south of the airport in January 1986 in response to the requirement to determine the 65 dB contour. Three more locations were added in February 1997. Two of these, identified as 16 and 17, are south of the airport, and one, 18, is to the west. The site to the west replaces Site 8. These locations were added to permit monitoring closer to the 65 dB contour. The noise monitoring computer at the airport was replaced in August 1995.

This report describes the data acquired by the monitoring system during the fourth quarter of 2004. Noise impact boundaries for 65 dB and 70 dB are shown based on these measurements and measurements obtained during the first, second and third quarter of 2004 reported in References 3, 4 and 5. Figure 1 shows the 70 dB contour and Figure 2 shows the 65 dB contour, based on the measured noise data.

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1 Prior to January 1, 1986, a CNEL of 70 dB defined the noise impact boundary.

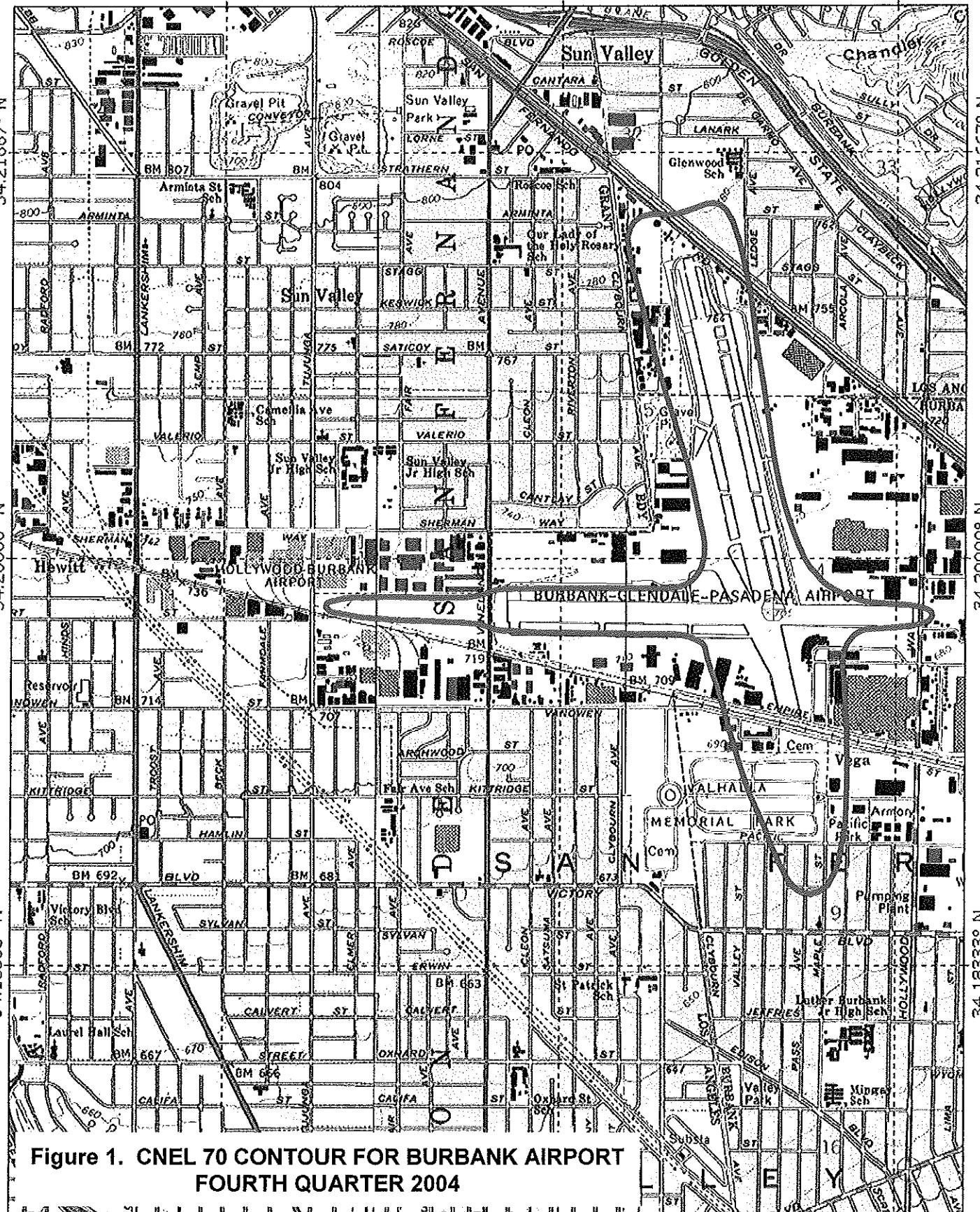


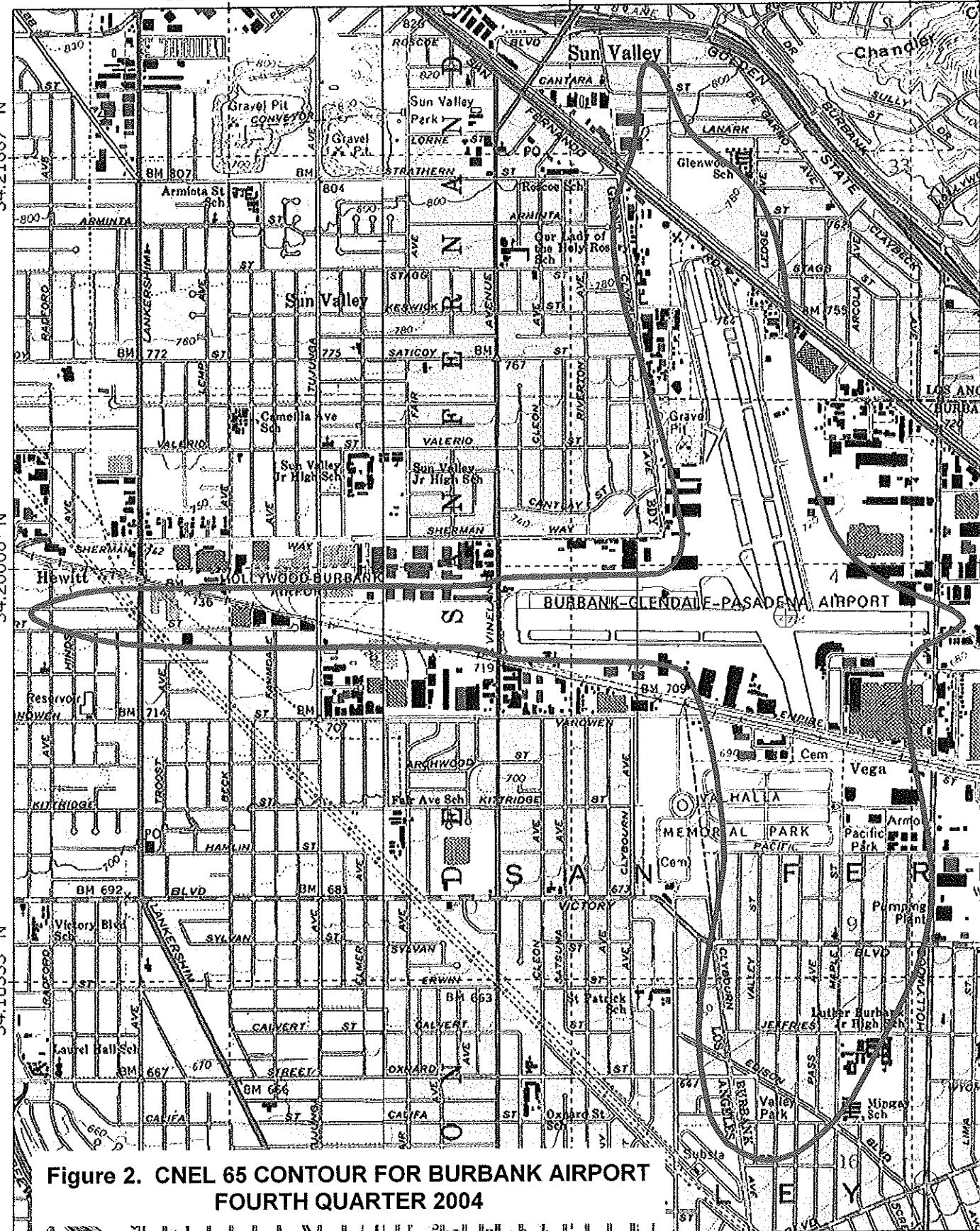
Figure 1. CNEL 70 CONTOUR FOR BURBANK AIRPORT  
FOURTH QUARTER 2004

118.38333° W      118.36667° W      WGS84 118.35000° W

TN \* / MN  
13%\*

0      5      1 MILE  
0      500      1000 METERS

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**Figure 2. CNEL 65 CONTOUR FOR BURBANK AIRPORT  
FOURTH QUARTER 2004**

## II. NOISE MEASUREMENTS

### A. Sites

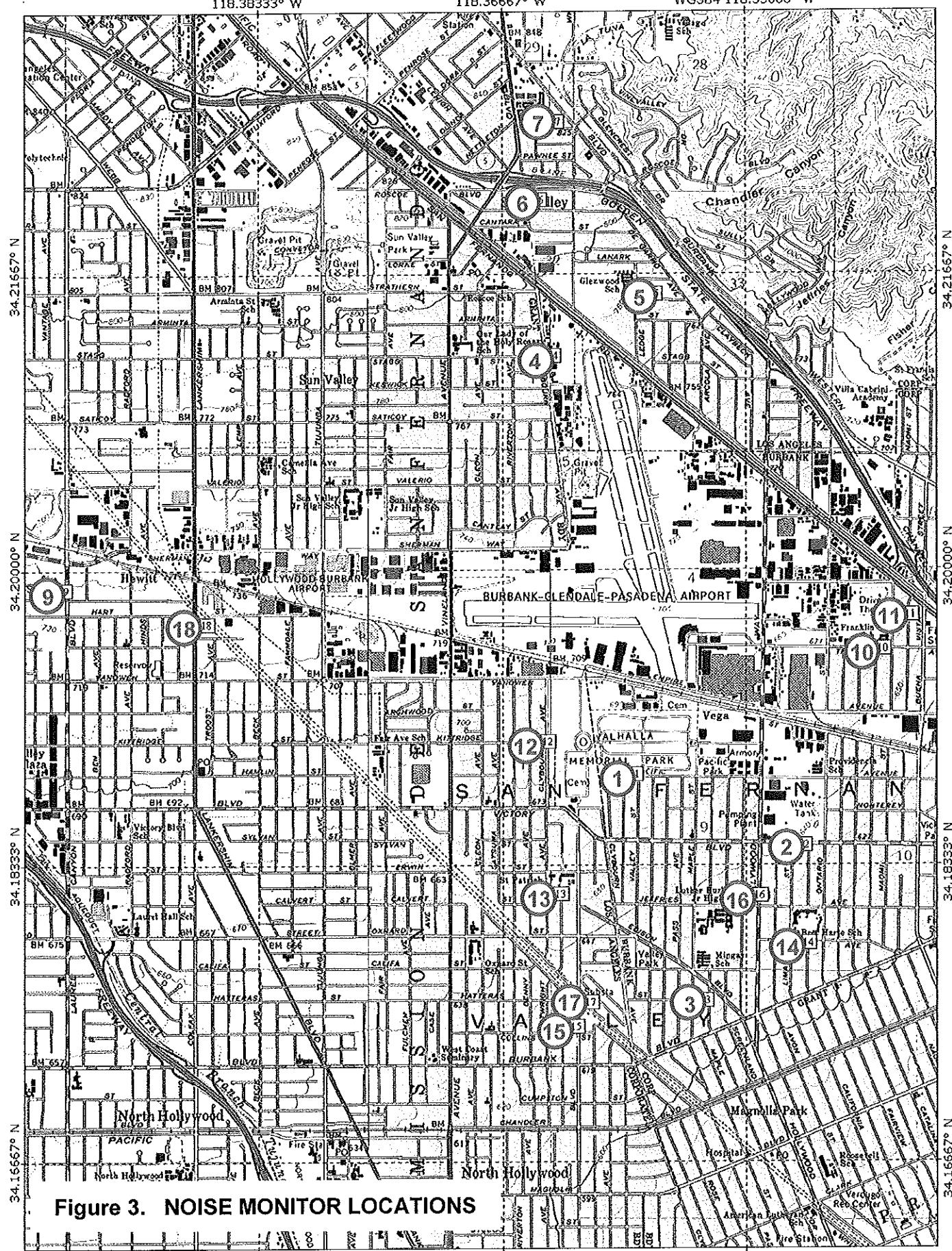
Aircraft noise levels were monitored at 15 locations prior to February, 1997. Two sites were added in February 1997, and equipment at one site west of the airport was moved to a new location. In July 2003, the monitor station at site 9 was moved 105 feet further west to accommodate new construction at the Fire Station. The noise monitor sites are shown in Figure 3.

### B. Noise Measurement Equipment

Each of the microphone locations uses an identical set of equipment connected to a central control unit. The noise level at each site is digitized and transmitted by phone line to the central site. The computer at the central site processes the data to produce (among other measures) the CNEL at each site. Appendix A provides a brief description of the system.

### C. Noise Data

Occasional electrical power and sporadic phone line interruptions caused some loss of noise data during the quarter. Tables 1, 2, and 3 show the aircraft CNEL measured at each monitoring site for each day of the quarter. The dashed lines indicate days for which a monitor was operating for less than 94% of the time. The data for these days were excluded from the averages.



**Figure 3. NOISE MONITOR LOCATIONS**

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**D. Operational Data**

Detailed departure and arrival logs are provided by the airlines. Operations of other jet aircraft are determined from air traffic strips provided by the FAA at Burbank Tower. In addition, flight schedules and logs of nighttime operations are provided by airport personnel.

**III. MEASURED NOISE DATA**

Daily CNEL values for the noise monitoring system are listed in Tables 1, 2, and 3. Table 4 lists the average values for each quarter together with the annual average.

**IV. SCHEDULED AIRLINE AND COMMUTER OPERATIONS**

The scheduled air carrier and commuter operations for the quarter are shown in Table 5.

**V. CNEL CONTOUR DEVELOPMENT**

The contours shown in Figures 1 and 2 are based upon computer-generated "master" contours which are adjusted to reflect the monitoring data. This fourth quarter 2004 used the master contours produced by Version 6.1 of the Integrated Noise Model (INM), a sophisticated aircraft noise modeling program developed for the Federal Aviation Administration. Inputs to the program consist of aircraft types and performance data, flight paths, numbers of operations, and day/evening/night distribution of flights. The program calculates CNEL values at equally spaced grid points and produces CNEL contour lines at 1 dB intervals. The annual average CNEL values at each site were marked at the appropriate locations on the contour map and the locations of the 65 and 70 dB CNEL contours were determined in the vicinity of each measuring point. These points were then joined following the general shape of the computed contours.

The master contours, used in developing the contours for this quarter are based on operations for the 12-month period from January 2002 through December 2002. This replaced the previous master set of CNEL Contours which were based on operations for the 12-month period from January 1998 through December 1998.

TABLE 1. CNEL VALUES FOR OCTOBER 2004

Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18
10/01/04	66.0	64.2	66.6	62.3	64.6	60.8	61.0	65.3	56.8	58.3	56.7	62.9	61.5	65.4	66.1	65.2	66.1
10/02/04	63.5	59.7	61.3	56.8	58.2	58.1	61.6	62.0	54.2	48.1	52.2	59.7	57.4	61.1	61.0	61.0	63.2
10/03/04	63.8	62.4	65.2	60.6	60.2	59.2	60.4	63.7	52.8	55.4	52.3	59.7	59.8	63.4	65.1	63.1	64.1
10/04/04	63.5	61.0	63.2	61.7	60.7	60.2	59.2	64.0	54.1	55.5	53.1	60.8	59.0	63.0	63.1	62.8	64.7
10/05/04	65.1	61.9	64.7	60.4	59.3	60.3	62.5	63.9	55.8	56.2	56.2	62.5	59.7	64.5	63.9	64.2	65.2
10/06/04	64.0	62.1	65.3	62.0	62.0	63.9	64.9	63.0	55.6	57.1	53.7	60.5	59.8	63.1	64.7	63.1	64.5
10/07/04	65.0	62.5	65.1	61.1	60.8	59.9	58.4	65.2	56.4	56.0	56.3	61.4	59.6	63.7	64.4	63.7	67.3
10/08/04	65.8	63.4	65.7	67.8	66.9	62.8	61.9	64.3	54.7	61.4	55.4	61.8	59.9	64.5	65.1	64.3	65.7
10/09/04	62.2	59.0	61.5	57.7	57.0	53.2	57.2	62.5	51.0	53.5	51.6	59.2	56.0	61.6	61.4	61.1	63.4
10/10/04	63.9	62.6	64.6	55.4	61.9	56.1	62.0	63.8	59.0	52.6	53.5	62.2	59.4	63.4	64.5	63.4	64.7
10/11/04	64.2	62.2	64.5	64.8	68.6	63.2	63.2	63.7	55.7	52.1	53.5	61.4	59.7	63.4	64.3	63.5	63.9
10/12/04	64.6	61.0	64.4	62.8	60.9	61.2	59.6	64.3	53.1	53.0	54.3	61.2	58.1	63.3	63.5	62.9	65.0
10/13/04	65.3	61.9	64.0	60.4	61.4	61.1	63.6	64.6	59.2	51.2	54.9	61.6	60.4	63.7	64.0	63.6	65.7
10/14/04	65.8	63.4	65.7	61.3	65.0	62.2	64.4	64.6	61.3	60.3	55.8	61.3	60.8	63.3	65.8	63.0	66.9
10/15/04	64.5	63.0	64.1	61.8	62.1	61.8	60.0	65.0	55.1	54.6	54.1	61.2	59.4	63.1	64.2	63.0	66.0
10/16/04	64.2	60.8	62.0	61.8	59.1	55.9	51.1	62.7	53.0	47.2	52.9	61.3	57.7	61.8	62.4	61.7	63.4
10/17/04	65.2	63.0	64.3	63.0	62.4	52.4	51.5	65.2	51.6	49.4	52.9	61.8	60.0	63.4	64.3	63.3	65.9
10/18/04	66.0	62.9	64.2	66.1	64.9	63.8	65.2	64.6	54.4	52.1	55.9	63.5	59.4	65.0	64.3	65.1	65.8
10/19/04	68.1	64.2	63.8	67.1	67.2	65.6	59.9	65.5	55.8	54.0	60.7	64.9	60.3	64.4	64.3	64.5	67.0
10/20/04	67.8	64.9	66.1	64.7	68.4	58.7	56.9	65.8	56.0	55.8	60.1	64.8	62.5	65.3	66.3	65.3	66.8
10/21/04	66.7	64.2	66.2	62.3	63.6	61.4	62.0	65.1	59.4	57.5	56.3	63.4	61.4	65.3	65.8	65.3	66.6
10/22/04	65.7	64.8	66.5	61.8	64.7	61.9	64.1	65.3	56.8	58.7	57.5	61.6	61.6	65.2	66.4	64.9	66.2
10/23/04	62.3	60.3	62.4	56.1	58.7	55.7	61.5	61.5	53.4	50.5	53.0	59.4	57.2	62.0	62.0	61.8	63.6
10/24/04	64.8	63.5	65.4	60.9	62.8	60.7	58.1	64.6	55.1	51.1	53.4	60.9	60.6	63.9	65.2	63.5	64.9
10/25/04	62.6	60.7	63.3	57.7	62.9	60.2	58.7	60.5	58.9	53.8	52.9	59.4	58.2	61.8	63.1	61.6	60.6
10/26/04	68.1	65.5	65.4	63.6	65.4	61.6	60.9	66.8	57.2	59.5	62.0	65.7	63.0	64.7	65.9	64.6	67.6
10/27/04	66.1	64.2	65.1	65.7	63.5	61.2	58.2	66.4	56.2	50.2	57.7	63.2	61.4	64.6	65.3	64.3	67.1
10/28/04	66.0	64.4	66.4	63.4	67.0	61.8	64.2	64.0	59.7	58.4	56.4	63.1	61.8	64.9	66.3	64.6	65.3
10/29/04	66.1	66.2	66.8	65.8	66.6	62.5	64.4	64.6	57.2	57.4	59.8	62.2	65.3	64.3	68.0	64.0	65.3
10/30/04	62.0	60.1	62.6	63.3	63.4	55.5	61.2	61.1	52.4	50.2	52.3	59.2	57.6	63.0	62.4	60.8	62.4
10/31/04	62.5	60.4	62.4	74.7	74.2	65.9	62.1	58.8	51.9	51.8	53.1	58.2	58.3	58.6	65.9	58.6	62.0
AVERAGE	65.2	63.0	64.7	64.6	65.2	61.3	61.6	64.2	56.4	55.7	56.1	62.0	60.3	63.7	64.8	63.5	65.3
NO. DAYS	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31

TABLE 2. CNEL VALUES FOR NOVEMBER 2004

Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18
11/01/04	64.2	60.8	62.5	64.7	70.6	61.5	61.3	62.1	57.2	56.7	53.9	60.9	57.0	61.9	62.1	61.4	62.8
11/02/04	63.1	61.4	62.4	60.8	63.0	64.9	63.6	62.1	56.1	55.9	54.6	60.2	57.6	61.5	62.3	61.3	62.7
11/03/04	65.2	61.9	62.4	64.8	65.9	58.6	63.1	64.0	60.7	57.6	55.7	62.5	58.8	63.1	62.6	62.8	64.7
11/04/04	65.8	64.6	64.9	62.2	64.0	66.0	73.5	63.6	59.8	58.4	57.2	62.6	60.3	64.3	64.7	63.9	66.7
11/05/04	65.1	63.1	65.2	62.5	63.9	60.6	64.0	63.7	62.8	57.1	55.6	63.1	60.3	65.1	64.7	64.8	64.7
11/06/04	65.9	67.0	64.7	62.9	68.0	64.0	73.1	61.4	58.7	57.0	58.4	61.8	62.0	62.4	65.0	62.2	63.0
11/07/04	70.4	63.7	65.7	63.8	66.5	55.6	60.4	63.9	54.4	50.3	66.5	64.7	60.7	63.9	65.4	63.7	64.7
11/08/04	63.8	63.0	64.0	59.6	61.8	62.7	61.6	64.1	53.9	54.2	54.1	61.6	59.6	63.1	64.0	62.7	64.7
11/09/04	64.2	62.7	64.1	60.7	62.8	61.2	58.6	63.8	52.6	51.9	55.8	62.3	59.7	63.8	63.7	63.4	64.9
11/10/04	65.0	63.3	64.4	58.3	60.0	57.9	59.8	64.4	57.8	57.7	55.5	60.8	60.5	63.5	64.7	63.2	65.2
11/11/04	65.8	63.8	65.5	60.2	62.5	59.4	59.1	64.7	56.2	55.5	55.9	63.2	60.8	64.8	65.3	64.4	64.7
11/12/04	64.6	64.2	66.0	60.2	61.6	59.2	61.1	63.0	57.8	54.4	56.8	59.3	63.1	63.8	65.7	63.2	64.7
11/13/04	63.4	61.1	62.6	57.5	61.1	60.5	63.4	61.6	57.2	54.1	53.2	61.1	57.6	62.8	62.6	62.5	62.5
11/14/04	63.9	60.0	62.5	66.0	63.8	68.1	63.5	63.8	50.8	50.2	55.8	58.4	57.4	60.1	62.6	60.1	65.4
11/15/04	63.7	61.1	63.4	61.8	61.3	61.8	62.9	61.8	58.3	55.7	52.5	61.1	57.9	62.7	62.8	62.5	62.6
11/16/04	64.1	62.3	63.2	59.1	61.9	60.4	62.6	62.9	55.9	56.5	56.2	61.3	58.9	62.7	63.0	62.2	64.3
11/17/04	64.0	62.3	63.8	58.0	62.0	59.7	62.5	62.9	56.7	58.8	57.5	60.7	58.9	62.7	63.3	62.4	63.8
11/18/04	64.0	63.3	64.6	64.9	63.8	61.3	61.5	63.5	53.9	55.6	54.3	60.5	59.4	63.7	64.1	62.9	64.5
11/19/04	66.0	63.6	64.7	63.6	66.2	59.9	60.5	65.1	52.5	58.0	56.1	62.5	60.2	64.5	64.8	64.3	66.3
11/20/04	65.7	61.4	63.4	60.1	61.8	65.4	60.6	63.9	53.7	51.7	58.3	60.9	58.7	62.1	63.1	61.5	64.9
11/21/04	61.9	60.8	64.2	62.1	63.0	66.5	63.0	60.5	48.3	50.0	52.9	56.1	60.0	59.7	67.1	59.1	62.3
11/22/04	63.8	60.8	62.6	63.9	65.4	67.8	66.5	63.8	54.7	55.3	53.5	60.0	58.8	61.5	63.6	60.8	64.4
11/23/04	65.8	64.1	65.5	62.8	64.4	64.0	65.2	64.9	57.4	58.2	60.0	64.2	61.2	65.3	65.3	64.7	66.5
11/24/04	63.9	61.4	63.1	60.3	62.1	60.1	60.7	58.7	54.7	53.6	56.6	61.6	59.2	62.5	63.1	62.3	59.8
11/25/04	61.7	59.4	60.8	59.0	59.8	53.9	57.9	59.7	53.1	44.9	52.0	58.1	55.9	60.3	60.4	60.0	60.7
11/26/04	63.2	61.2	62.4	59.5	61.9	55.3	53.7	63.2	51.6	51.2	53.4	60.7	56.4	62.9	61.9	62.3	63.9
11/27/04	64.2	61.7	63.5	62.2	62.2	61.4	58.3	62.0	49.2	50.3	55.3	59.5	59.6	62.0	65.5	61.7	62.7
11/28/04	63.0	57.2	60.8	63.7	64.8	68.5	63.8	60.3	51.1	50.9	54.2	52.9	55.5	56.7	64.2	55.6	61.8
11/29/04	62.7	61.0	62.7	62.2	60.1	59.4	64.7	61.2	56.6	52.3	53.8	60.1	57.7	61.5	62.1	61.2	62.7
11/30/04	63.9	61.6	65.0	74.5	73.4	62.6	64.5	61.8	62.7	59.6	56.1	61.5	58.3	64.8	63.3	61.7	64.3
AVERAGE	64.8	62.5	63.9	64.0	65.1	63.1	64.8	63.0	57.0	55.5	57.1	61.3	59.4	63.0	64.0	62.5	64.2
NO. DAYS	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30

TABLE 3. CNEL VALUES FOR DECEMBER 2004

## RMS NUMBER

Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18
12/01/04	62.9	60.6	63.2	63.2	62.0	61.4	62.6	61.6	55.2	57.2	53.5	59.3	58.0	60.8	62.9	60.2	62.7
12/02/04	64.6	61.6	63.0	62.2	62.3	61.7	61.3	61.8	55.9	55.7	55.3	60.0	57.9	61.2	62.4	61.0	63.2
12/03/04	63.0	61.3	62.6	62.1	62.9	57.8	59.1	62.1	55.8	59.1	53.8	60.4	57.1	62.0	61.9	61.9	63.3
12/04/04	63.0	59.8	61.5	59.2	59.5	55.1	58.9	62.5	58.2	55.9	52.2	59.8	57.7	61.7	61.3	61.0	63.4
12/05/04	65.1	62.8	64.7	63.9	60.1	55.8	53.8	64.7	49.1	52.1	55.9	61.8	60.1	63.7	64.6	63.6	65.6
12/06/04	65.2	62.4	63.4	62.5	62.2	61.1	64.7	63.7	56.9	56.5	56.1	62.6	58.8	63.3	63.2	62.9	64.3
12/07/04	66.1	61.9	62.1	64.9	64.9	63.0	58.9	65.5	59.3	52.4	58.0	64.1	57.8	63.7	62.5	63.4	66.4
12/08/04	65.6	64.2	64.0	58.2	60.2	59.2	60.0	64.2	53.4	54.7	55.5	62.6	60.4	63.9	64.4	63.6	64.9
12/09/04	65.8	63.6	64.9	66.2	66.1	63.5	64.0	63.5	62.6	60.2	57.8	62.2	60.1	64.5	64.7	64.3	64.8
12/10/04	65.1	64.0	65.5	61.2	64.4	66.8	64.9	63.4	59.5	58.3	59.9	58.9	60.4	62.7	65.2	62.2	65.3
12/11/04	61.5	59.4	61.0	67.5	57.6	57.5	61.5	60.6	53.6	52.8	51.9	58.1	55.7	60.3	60.9	60.0	61.7
12/12/04	63.8	61.8	63.7	61.1	63.2	55.5	57.2	64.4	53.2	57.3	54.7	60.9	58.3	63.9	63.4	63.7	65.3
12/13/04	64.4	62.0	63.8	61.5	62.9	63.2	64.1	63.1	50.5	52.0	55.4	61.8	58.2	63.3	63.3	62.8	64.0
12/14/04	64.5	63.4	62.7	67.9	69.8	63.5	64.3	62.3	58.4	56.8	57.9	62.0	58.2	63.1	63.2	62.7	63.9
12/15/04	62.7	61.6	63.4	63.9	65.1	61.7	61.9	61.3	55.6	58.2	55.3	58.6	58.0	61.5	63.2	60.8	63.5
12/16/04	61.1	58.8	61.1	64.5	62.6	66.7	62.3	61.0	55.3	53.3	51.3	53.7	56.2	57.7	61.9	56.7	62.2
12/17/04	63.1	62.8	65.0	65.7	64.8	58.6	62.1	61.7	57.3	57.6	52.6	59.2	58.8	62.7	64.2	61.9	63.1
12/18/04	60.5	60.0	62.0	65.8	67.1	57.0	61.7	60.0	61.1	48.7	49.8	57.2	56.6	60.0	62.0	59.6	63.4
12/19/04	62.7	60.7	63.6	63.5	64.2	57.3	58.7	62.0	53.3	54.3	49.8	58.9	58.0	61.3	63.0	61.0	63.3
12/20/04	65.0	62.1	63.8	65.9	67.2	60.3	61.8	64.8	61.6	54.2	54.4	62.7	58.7	63.9	63.9	63.7	65.1
12/21/04	65.3	64.5	65.8	63.0	64.9	60.9	60.6	64.6	56.8	52.3	57.8	62.6	61.3	64.9	65.6	64.4	65.6
12/22/04	65.3	64.2	65.4	66.3	62.6	61.7	64.3	64.3	58.5	56.5	56.3	62.5	61.3	64.8	65.2	64.4	65.3
12/23/04	62.8	61.0	63.6	63.5	61.6	63.4	61.3	62.4	58.5	57.5	53.0	57.3	57.3	61.4	63.0	60.8	64.0
12/24/04	64.7	61.6	62.5	62.6	61.3	57.8	63.1	61.4	54.4	56.2	56.2	60.4	57.9	61.9	62.5	61.3	63.1
12/25/04	66.7	62.2	64.1	65.9	66.1	68.3	67.6	62.8	52.9	52.6	62.4	61.2	59.5	62.5	63.4	62.0	63.7
12/26/04	64.2	62.6	64.0	55.8	59.9	55.6	56.6	63.9	50.8	47.7	54.6	61.7	59.5	63.7	65.1	63.4	64.7
12/27/04	67.4	62.3	62.7	65.8	63.2	58.2	57.1	66.8	55.6	53.7	59.0	64.4	58.9	63.2	63.1	63.6	67.5
12/28/04	69.7	65.3	66.1	68.1	68.3	67.8	65.1	67.5	59.6	62.0	61.8	66.1	62.8	65.2	65.6	66.0	68.8
12/29/04	66.9	64.2	64.8	64.1	64.5	60.0	63.9	66.0	53.3	53.9	56.7	63.8	61.3	64.5	64.8	64.4	67.0
12/30/04	65.4	63.9	64.4	64.2	64.0	61.1	57.6	65.7	57.5	53.5	56.2	63.0	60.8	64.0	64.5	64.1	66.5
12/31/04	65.9	63.0	63.9	62.9	62.5	58.6	54.5	64.9	55.1	57.2	57.6	63.2	60.1	63.3	64.0	62.7	66.3
AVERAGE	64.8	62.4	63.7	64.3	64.2	62.2	62.2	63.6	57.1	56.0	56.5	61.4	59.0	62.9	63.5	62.6	64.7
NO. DAYS	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31
QTR. AVG.	64.9	62.6	64.1	64.3	64.9	62.2	63.1	63.6	56.8	55.8	56.6	61.6	59.6	63.2	64.1	62.9	64.8
NO. DAYS	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92

TABLE 4. AVERAGE CNEL VALUES

Site No.	1st Quarter 2004	2nd Quarter 2004	3rd Quarter 2004	4th Quarter 2004	4 Quarter Average
1	65.4	65.0	65.1	64.9	65.1
2	62.8	62.7	62.5	62.6	62.7
3	64.0	64.1	64.6	64.1	64.2
4	63.2	60.7	61.3	64.3	62.6
5	64.2	62.8	61.8	64.9	63.6
6	63.7	61.5	60.8	62.2	62.2
7	62.4	61.8	62.2	63.1	62.4
9	63.5	63.8	63.5	63.6	63.6
10	59.4	59.1	55.9	56.8	58.1
11	59.0	57.3	54.9	55.8	57.0
12	57.2	55.6	54.2	56.6	56.0
13	61.8	62.1	61.6	61.6	61.8
14	59.7	59.8	59.6	59.6	59.7
15	63.2	63.2	63.3	63.2	63.2
16	64.2	64.1	64.4	64.1	64.2
17	62.9	63.1	63.1	62.9	63.0
18	65.1	64.7	65.2	64.8	65.0

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND COMMUTER FLIGHTS FOR THE FOURTH QUARTER 2004**

AIRCRAFT	SCHEDULE IN EFFECT FROM				10/1/2004 AS CRJ7	to	10/3/2004 AS MD80	3 DAYS		
	AS B7374 DEP	ARR	AS B7377 DEP	ARR				AQ B7377 DEP	ARR	
DAY	7	7	0	0	7	7	26	19	7	0
EVENING	7	7	0	0	0	0	0	7	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	14	14	0	0	7	7	26	26	7	7
	SCHEDULE IN EFFECT FROM				10/1/2004 HP A319	to	10/3/2004 HP B7372	HP CRJ		
	HP A319		HP A320		HP B7372		HP B7373	DEP	ARR	ARR
DAY	0	0	8	8	6	6	7	7	0	7
EVENING	0	0	0	0	0	0	0	7	7	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	0	0	8	8	6	6	14	14	7	7
	SCHEDULE IN EFFECT FROM				10/1/2004 HP CRJ7	to	10/3/2004 AA MD80	AA MD83		
	HP CRJ7		HP CRJ9		AA MD80		AA MD82	DEP	ARR	ARR
DAY	0	0	14	14	0	0	0	0	27	14
EVENING	0	0	0	0	0	0	0	0	0	13
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	0	0	0	0	27	27
	SCHEDULE IN EFFECT FROM				10/1/2004 WN B7373	to	10/3/2004 WN B7375	UA A320		
	WN B7373		WN B7375		WN B7377		UA A319	DEP	ARR	ARR
DAY	174	173	24	24	66	58	0	0	0	0
EVENING	63	64	1	1	18	26	0	6	0	0
NIGHT	0	0	0	0	0	0	6	0	0	0
TOTAL	237	237	25	25	84	84	6	6	0	0
	SCHEDULE IN EFFECT FROM				10/1/2004 UA B7373	to	10/3/2004 UA B7375	UA CRJ7		
	UA B7373		UA B7375		UA B757		UA RJ	DEP	ARR	ARR
DAY	12	0	9	7	0	0	21	21	14	21
EVENING	0	12	0	2	0	0	0	0	7	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	12	12	9	9	0	0	21	21	21	21
	SCHEDULE IN EFFECT FROM				10/1/2004 UA E120	to	10/3/2004 FE A300	UPS A300		
	UA E120		FE A300		FE A310		FE B727Q	DEP	ARR	ARR
DAY	0	0	0	0	DEP	0	0	0	0	5
EVENING	0	0	4	5	0	0	0	0	5	0
NIGHT	0	0	5	0	0	0	0	0	0	0
TOTAL	0	0	9	9	0	0	0	0	5	5
	SCHEDULE IN EFFECT FROM				10/1/2004 UPS B757	to	10/3/2004 DL B752	TOTALS		
	UPS B757		DL B752		DL CRJ		0	DEP	ARR	
DAY	0	0	0	0	0	0	0	0	433	403
EVENING	0	0	0	0	0	0	0	0	113	152
NIGHT	0	0	0	0	0	0	0	0	13	4
TOTAL	0	0	0	0	0	0	0	0	559	559

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND COMMUTER FLIGHTS FOR THE FOURTH QUARTER 2004**

AIRCRAFT	SCHEDULE IN EFFECT FROM				10/4/2004 AS CRJ7	to	10/30/2004 AS MD80	27 DAYS		
	AS B7374		AS B7377					AQ B7377		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	ARR	ARR
DAY	7	7	0	0	7	7	26	19	7	0
EVENING	7	7	0	0	0	0	0	7	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	14	14	0	0	7	7	26	26	7	7
	SCHEDULE IN EFFECT FROM				10/4/2004 HP B7372	to	10/30/2004 HP B7373	HP CRJ		
HP A319	HP A319		HP A320					HP CRJ		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	8	8	6	6	7	7	0	7
EVENING	0	0	0	0	0	0	0	7	7	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	0	0	8	8	6	6	14	14	7	7
	SCHEDULE IN EFFECT FROM				10/4/2004 AA MD80	to	10/30/2004 AA MD82	AA MD83		
HP CRJ7	HP CRJ7		HP CRJ9					AA MD83		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	14	14	0	0	0	0	27	14
EVENING	0	0	0	0	0	0	0	0	0	13
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	0	0	0	0	27	27
	SCHEDULE IN EFFECT FROM				10/4/2004 WN B7377	to	10/30/2004 UA A319	UA A320		
WN B7373	WN B7373		WN B7375					UA A320		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	174	173	24	24	66	58	1	0	0	0
EVENING	63	64	1	1	18	26	0	7	0	0
NIGHT	0	0	0	0	0	0	6	0	0	0
TOTAL	237	237	25	25	84	84	7	7	0	0
	SCHEDULE IN EFFECT FROM				10/4/2004 UA B757	to	10/30/2004 UA RJ	UA CRJ7		
UA B7373	UA B7373		UA B7375					UA CRJ7		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	8	1	11	5	0	0	28	35	14	14
EVENING	0	7	0	6	0	0	7	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	8	8	11	11	0	0	35	35	14	14
	SCHEDULE IN EFFECT FROM				10/4/2004 FE A310	to	10/30/2004 FE B727Q	UPS A300		
UA E120	FE A300		FE A310					UPS A300		
	0	0	0	0	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	4	5	0	0	0	0	0	5
EVENING	0	0	5	0	0	0	0	0	5	0
NIGHT	0	0	0	4	0	0	0	0	0	0
TOTAL	0	0	9	9	0	0	0	0	5	5
	SCHEDULE IN EFFECT FROM				10/4/2004 DL CRJ	to	10/30/2004 0	TOTALS		
UPS B757	DL B752		DL CRJ					TOTALS		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	439	409
EVENING	0	0	0	0	0	0	0	0	113	152
NIGHT	0	0	0	0	0	0	0	0	13	4
TOTAL	0	0	0	0	0	0	0	0	565	565

Table 5. WEEKLY SCHEDULED AIR CARRIER AND COMMUTER FLIGHTS FOR THE FOURTH QUARTER 2004

AIRCRAFT	SCHEDULE IN EFFECT FROM		10/31/2004		to	10/31/2004		1 DAYS		
	AS B7374	AS B7377	AS CRJ7	AS MD80		ARR	DEP	ARR	DEP	ARR
DAY	7	7	0	0	7	7	26	19	7	0
EVENING	7	7	0	0	0	0	0	7	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	14	14	0	0	7	7	26	26	7	7
HP A319		SCHEDULE IN EFFECT FROM		10/31/2004	to	10/31/2004		HP CRJ		
HP A320		HP B7372		HP B7373		ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	6	6	8	8	7	7
EVENING	0	0	0	0	0	0	1	8	6	6
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	0	0	0	0	6	6	16	16	13	13
HP CRJ7		SCHEDULE IN EFFECT FROM		10/31/2004	to	10/31/2004		AA MD83		
HP CRJ9		AA MD80		AA MD82		ARR	DEP	ARR	DEP	ARR
DAY	0	0	14	14	0	0	0	0	27	14
EVENING	0	0	0	0	0	0	0	0	0	13
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	0	0	0	0	27	27
WN B7373		SCHEDULE IN EFFECT FROM		10/31/2004	to	10/31/2004		UA A320		
WN B7375		WN B7377		UA A319		ARR	DEP	ARR	DEP	ARR
DAY	164	164	25	25	97	84	1	0	0	0
EVENING	51	51	6	6	7	20	0	7	0	0
NIGHT	0	0	0	0	0	0	6	0	0	0
TOTAL	215	215	31	31	104	104	7	7	0	0
UA B7373		SCHEDULE IN EFFECT FROM		10/31/2004	to	10/31/2004		UA CRJ7		
UA B7375		UA B757		UA RJ		ARR	DEP	ARR	DEP	ARR
DAY	8	1	11	5	0	0	28	35	14	14
EVENING	0	7	0	6	0	0	7	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	8	8	11	11	0	0	35	35	14	14
UA E120		SCHEDULE IN EFFECT FROM		10/31/2004	to	10/31/2004		UPS A300		
FE A300		FE A310		FE B727Q		ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	DEP	0	0	0	0	5
EVENING	0	0	4	5	0	0	0	0	5	0
NIGHT	0	0	5	0	0	0	0	0	0	0
TOTAL	0	0	9	9	0	0	0	0	5	5
UPS B757		SCHEDULE IN EFFECT FROM		10/31/2004	to	10/31/2004		TOTALS		
DL B752		DL CRJ		0		ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	461	420
EVENING	0	0	0	0	0	0	0	0	95	145
NIGHT	0	0	0	0	0	0	0	0	13	4
TOTAL	0	0	0	0	0	0	0	0	569	569

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND COMMUTER FLIGHTS FOR THE FOURTH QUARTER 2004**

AIRCRAFT	SCHEDULE IN EFFECT FROM				11/1/2004 AS CRJ7	to	11/2/2004 AS MD80	2 DAYS		
	AS B7374		AS B7377					AQ B7377		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	7	7	0	0	7	7	26	19	7	0
EVENING	7	7	0	0	0	0	0	7	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	14	14	0	0	7	7	26	26	7	7
	SCHEDULE IN EFFECT FROM				11/1/2004 HP B7372	to	11/2/2004 HP B7373	HP CRJ		
	HP A319		HP A320					DEP		ARR
DAY	0	0	0	0	6	6	8	8	7	7
EVENING	0	0	0	0	0	0	1	8	6	6
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	0	0	0	0	6	6	16	16	13	13
	SCHEDULE IN EFFECT FROM				11/1/2004 AA MD80	to	11/2/2004 AA MD82	AA MD83		
	HP CRJ7		HP CRJ9					DEP		ARR
DAY	0	0	14	14	0	0	0	0	28	14
EVENING	0	0	0	0	0	0	0	0	0	14
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	0	0	0	0	28	28
	SCHEDULE IN EFFECT FROM				11/1/2004 WN B7377	to	11/2/2004 UA A319	UA A320		
	WN B7373		WN B7375					DEP		ARR
DAY	164	164	25	25	97	84	1	0	0	0
EVENING	51	51	6	6	7	20	0	7	0	0
NIGHT	0	0	0	0	0	0	6	0	0	0
TOTAL	215	215	31	31	104	104	7	7	0	0
	SCHEDULE IN EFFECT FROM				11/1/2004 UA B757	to	11/2/2004 UA RJ	UA CRJ7		
	UA B7373		UA B7375					DEP		ARR
DAY	8	1	11	5	0	0	28	35	14	14
EVENING	0	7	0	6	0	0	7	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	8	8	11	11	0	0	35	35	14	14
	SCHEDULE IN EFFECT FROM				11/1/2004 FE A310	to	11/2/2004 FE B727Q	UPS A300		
	UA E120		FE A300					DEP		ARR
DAY	0	0	0	0	DEP	ARR	DEP	0	0	5
EVENING	0	0	4	5	0	0	0	0	5	0
NIGHT	0	0	5	0	0	0	0	0	0	0
TOTAL	0	0	9	9	0	0	0	0	5	5
	SCHEDULE IN EFFECT FROM				11/1/2004 DL CRJ	to	11/2/2004	TOTALS		
	UPS B757		DL B752					DEP		ARR
DAY	0	0	0	0	0	0	0	0	462	420
EVENING	0	0	0	0	0	0	0	0	95	146
NIGHT	0	0	0	0	0	0	0	0	13	4
TOTAL	0	0	0	0	0	0	0	0	570	570

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND COMMUTER FLIGHTS FOR THE FOURTH QUARTER 2004**

AIRCRAFT	SCHEDULE IN EFFECT FROM				11/3/2004 AS CRJ7	to	11/7/2004 AS MD80	5 DAYS		
	AS B7374		AS B7377					AQ B7377	ARR	DEP
DAY	7	0	0	0	14	14	21	21	7	0
EVENING	7	14	0	0	0	0	0	0	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	14	14	0	0	14	14	21	21	7	7
HP A319	SCHEDULE IN EFFECT FROM				11/3/2004 HP B7372	to	11/7/2004 HP B7373	HP CRJ		
DAY	0	0	0	0	6	6	8	8	7	7
EVENING	0	0	0	0	0	0	1	8	6	6
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	0	0	0	0	6	6	16	16	13	13
HP CRJ7	SCHEDULE IN EFFECT FROM				11/3/2004 AA MD80	to	11/7/2004 AA MD82	AA MD83		
DAY	0	0	14	14	0	0	0	0	28	14
EVENING	0	0	0	0	0	0	0	0	0	14
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	0	0	0	0	28	28
WN B7373	SCHEDULE IN EFFECT FROM				11/3/2004 WN B7377	to	11/7/2004 UA A319	UA A320		
DAY	164	164	25	25	97	84	1	0	0	0
EVENING	51	51	6	6	7	20	0	7	0	0
NIGHT	0	0	0	0	0	0	6	0	0	0
TOTAL	215	215	31	31	104	104	7	7	0	0
UA B7373	SCHEDULE IN EFFECT FROM				11/3/2004 UA B757	to	11/7/2004 UA RJ	UA CRJ7		
DAY	8	1	11	5	0	0	28	35	14	14
EVENING	0	7	0	6	0	0	7	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	8	8	11	11	0	0	35	35	14	14
UA E120	SCHEDULE IN EFFECT FROM				11/3/2004 FE A300	to	11/7/2004 FE B727Q	UPS A300		
DAY	0	0	0	0	DEP	ARR	DEP	ARR	DEP	ARR
EVENING	0	0	4	5	0	0	0	0	0	5
NIGHT	0	0	5	0	0	0	0	0	5	0
TOTAL	0	0	0	4	0	0	0	0	0	0
UPS B757	SCHEDULE IN EFFECT FROM				11/3/2004 DL B752	to	11/7/2004 DL CRJ	TOTALS		
DAY	0	0	0	0	0	0	0	0	464	422
EVENING	0	0	0	0	0	0	0	0	95	146
NIGHT	0	0	0	0	0	0	0	0	13	4
TOTAL	0	0	0	0	0	0	0	0	572	572

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND COMMUTER FLIGHTS FOR THE FOURTH QUARTER 2004**

AIRCRAFT	SCHEDULE IN EFFECT FROM				11/8/2004 AS CRJ7	to	11/17/2004 AS MD80	10 DAYS		
	AS B7374		AS B7377					AQ B7377		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	7	0	0	0	14	14	21	21	7	0
EVENING	7	14	0	0	0	0	0	0	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	14	14	0	0	14	14	21	21	7	7
	SCHEDULE IN EFFECT FROM				11/8/2004 HP B7372	to	11/17/2004 HP B7373	HP CRJ		
	HP A319		HP A320					ARR	DEP	ARR
DAY	0	0	0	0	6	6	8	8	7	7
EVENING	0	0	0	0	0	0	1	8	6	6
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	0	0	0	0	6	6	16	16	13	13
	SCHEDULE IN EFFECT FROM				11/8/2004 AA MD80	to	11/17/2004 AA MD82	AA MD83		
	HP CRJ7		HP CRJ9					ARR	DEP	ARR
DAY	0	0	14	14	0	0	0	0	28	14
EVENING	0	0	0	0	0	0	0	0	0	14
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	0	0	0	0	28	28
	SCHEDULE IN EFFECT FROM				11/8/2004 WN B7377	to	11/17/2004 UA A319	UA A320		
	WN B7373		WN B7375					ARR	DEP	ARR
DAY	164	164	25	25	97	84	0	0	0	0
EVENING	51	51	6	6	7	20	0	0	0	6
NIGHT	0	0	0	0	0	0	0	0	6	0
TOTAL	215	215	31	31	104	104	0	0	6	6
	SCHEDULE IN EFFECT FROM				11/8/2004 UA B757	to	11/17/2004 UA RJ	UA CRJ7		
	UA B7373		UA B7375					ARR	DEP	ARR
DAY	13	6	8	1	0	0	22	22	13	13
EVENING	0	7	0	7	0	0	0	0	7	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	13	13	8	8	0	0	22	22	20	20
	SCHEDULE IN EFFECT FROM				11/8/2004 FE A310	to	11/17/2004 FE B727Q	UPS A300		
	UA E120		FE A300					ARR	DEP	ARR
DAY	0	0	0	0	DEP	ARR	DEP	ARR	0	0
EVENING	0	0	4	5	0	0	0	0	0	5
NIGHT	0	0	5	0	0	0	0	0	5	0
TOTAL	0	0	9	9	0	0	0	0	5	5
	SCHEDULE IN EFFECT FROM				11/8/2004 DL CRJ	to	11/17/2004 0	TOTALS		
	UPS B757		DL B752					ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	458	409
EVENING	0	0	0	0	0	0	0	0	95	153
NIGHT	0	0	0	0	0	0	0	0	13	4
TOTAL	0	0	0	0	0	0	0	0	566	566

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND COMMUTER FLIGHTS FOR THE FOURTH QUARTER 2004**

AIRCRAFT	SCHEDULE IN EFFECT FROM		11/18/2004		to	12/1/2004		14 DAYS		
	AS B7374	AS B7377	AS CRJ7	AS MD80		AS MD80	AQ B7377	ARR	DEP	ARR
DAY	7	0	0	14	14	21	21	7	0	
EVENING	7	14	0	0	0	0	0	0	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	14	14	0	14	14	21	21	7	7	
HP A319	SCHEDULE IN EFFECT FROM		11/18/2004		to	12/1/2004		HP CRJ		
	HP A320		HP B7372			HP B7373		ARR	DEP	ARR
DAY	0	0	0	0	0	0	7	7	7	7
EVENING	0	0	0	0	0	0	1	8	6	6
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	0	0	0	0	0	0	15	15	13	13
HP CRJ7	SCHEDULE IN EFFECT FROM		11/18/2004		to	12/1/2004		AA MD83		
	HP CRJ9		AA MD80			AA MD82		ARR	DEP	ARR
DAY	0	0	21	21	0	0	0	0	28	14
EVENING	0	0	0	0	0	0	0	0	0	14
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	21	21	0	0	0	0	28	28
WN B7373	SCHEDULE IN EFFECT FROM		11/18/2004		to	12/1/2004		UA A320		
	WN B7375		WN B7377			UA A319		ARR	DEP	ARR
DAY	164	164	25	25	97	84	0	0	0	0
EVENING	51	51	6	6	7	20	0	0	0	6
NIGHT	0	0	0	0	0	0	0	0	6	0
TOTAL	215	215	31	31	104	104	0	0	6	6
UA B7373	SCHEDULE IN EFFECT FROM		11/18/2004		to	12/1/2004		UA CRJ7		
	UA B7375		UA B757			UA RJ		ARR	DEP	ARR
DAY	13	6	8	1	0	0	22	22	13	13
EVENING	0	7	0	7	0	0	0	0	7	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	13	13	8	8	0	0	22	22	20	20
UA E120	SCHEDULE IN EFFECT FROM		11/18/2004		to	12/1/2004		UPS A300		
	FE A300		FE A310			FE B727Q		ARR	DEP	ARR
DAY	0	0	0	0	DEP	0	0	0	0	5
EVENING	0	0	4	5	0	0	0	0	5	0
NIGHT	0	0	5	0	0	0	0	0	0	0
TOTAL	0	0	9	9	0	0	0	0	5	5
UPS B757	SCHEDULE IN EFFECT FROM		11/18/2004		to	12/1/2004		TOTALS		
	DL B752		DL CRJ			0		DEP	ARR	ARR
DAY	0	0	0	0	0	0	0	0	458	409
EVENING	0	0	0	0	0	0	0	0	95	153
NIGHT	0	0	0	0	0	0	0	0	13	4
TOTAL	0	0	0	0	0	0	0	0	566	566

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND COMMUTER FLIGHTS FOR THE FOURTH QUARTER 2004**

AIRCRAFT	SCHEDULE IN EFFECT FROM				12/2/2004 AS CRJ7	to	12/14/2004 AS MD80	13 DAYS		
	AS B7374		AS B7377					AQ B7377		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	7	0	7	7	14	14	14	14	7	0
EVENING	7	14	0	0	0	0	0	0	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	14	14	7	7	14	14	14	14	7	7
	SCHEDULE IN EFFECT FROM				12/2/2004 HP B7372	to	12/14/2004 HP B7373	HP CRJ		
	HP A319		HP A320					HP CRJ		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	6	6	7	7
EVENING	0	6	0	0	0	0	2	3	6	6
NIGHT	6	0	0	0	0	0	1	0	0	0
TOTAL	6	6	0	0	0	0	9	9	13	13
	SCHEDULE IN EFFECT FROM				12/2/2004 AA MD80	to	12/14/2004 AA MD82	AA MD83		
	HP CRJ7		HP CRJ9					AA MD83		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	21	21	0	0	0	0	28	14
EVENING	0	0	0	0	0	0	0	0	0	14
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	21	21	0	0	0	0	28	28
	SCHEDULE IN EFFECT FROM				12/2/2004 WN B7377	to	12/14/2004 UA A319	UA A320		
	WN B7373		WN B7375					UA A320		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	164	164	25	25	97	84	0	0	0	0
EVENING	51	51	6	6	7	20	0	0	0	6
NIGHT	0	0	0	0	0	0	0	0	6	0
TOTAL	215	215	31	31	104	104	0	0	6	6
	SCHEDULE IN EFFECT FROM				12/2/2004 UA B757	to	12/14/2004 UA RJ	UA CRJ7		
	UA B7373		UA B7375					UA CRJ7		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	13	6	8	1	0	0	22	22	13	13
EVENING	0	7	0	7	0	0	0	0	7	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	13	13	8	8	0	0	22	22	20	20
	SCHEDULE IN EFFECT FROM				12/2/2004 FE A310	to	12/14/2004 FE B727Q	UPS A300		
	UA E120		FE A300					UPS A300		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	0	5
EVENING	0	0	4	5	0	0	0	0	5	0
NIGHT	0	0	5	0	0	0	0	0	0	0
TOTAL	0	0	9	9	0	0	0	0	5	5
	SCHEDULE IN EFFECT FROM				12/2/2004 DL CRJ	to	12/14/2004 0	TOTALS		
	UPS B757		DL B752					TOTALS		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	457	408
EVENING	0	0	0	0	0	0	0	0	96	154
NIGHT	0	0	0	0	0	0	0	0	13	4
TOTAL	0	0	0	0	0	0	0	0	566	566

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND COMMUTER FLIGHTS FOR THE FOURTH QUARTER 2004**

AIRCRAFT	SCHEDULE IN EFFECT FROM		12/15/2004		to	12/15/2004		1 DAYS		
	AS B7374	AS B7377	AS CRJ7	AS MD80		AS B7377	ARR	DEP	ARR	ARR
DAY	7	0	7	7	14	14	14	14	14	14
EVENING	7	14	0	0	0	0	0	0	7	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	14	14	7	7	14	14	14	14	21	21
SCHEDULE IN EFFECT FROM		12/15/2004		to		12/15/2004		HP CRJ		
HP A319	HP A319		HP A320		HP B7372		HP B7373		ARR	DEP
DAY	0	0	0	0	0	0	6	6	7	7
EVENING	0	6	0	0	0	0	2	3	6	6
NIGHT	6	0	0	0	0	0	1	0	0	0
TOTAL	6	6	0	0	0	0	9	9	13	13
SCHEDULE IN EFFECT FROM		12/15/2004		to		12/15/2004		AA MD83		
HP CRJ7	HP CRJ7		HP CRJ9		AA MD80		AA MD82		ARR	DEP
DAY	0	0	21	21	0	0	0	0	28	14
EVENING	0	0	0	0	0	0	0	0	0	14
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	21	21	0	0	0	0	28	28
SCHEDULE IN EFFECT FROM		12/15/2004		to		12/15/2004		UA A320		
WN B7373	WN B7373		WN B7375		WN B7377		UA A319		ARR	DEP
DAY	164	164	25	25	97	84	0	0	0	0
EVENING	51	51	6	6	7	20	0	0	0	6
NIGHT	0	0	0	0	0	0	0	0	6	0
TOTAL	215	215	31	31	104	104	0	0	6	6
SCHEDULE IN EFFECT FROM		12/15/2004		to		12/15/2004		UA CRJ7		
UA B7373	UA B7373		UA B7375		UA B757		UA RJ		ARR	DEP
DAY	13	6	8	1	0	0	22	22	13	13
EVENING	0	7	0	7	0	0	0	0	7	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	13	13	8	8	0	0	22	22	20	20
SCHEDULE IN EFFECT FROM		12/15/2004		to		12/15/2004		UPS A300		
UA E120	FE A300		FE A310		FE B727Q		FE B727Q		ARR	DEP
DAY	0	0	0	0	DEP	ARR	0	0	0	5
EVENING	0	0	4	5	0	0	0	0	5	0
NIGHT	0	0	5	0	0	0	0	0	0	0
TOTAL	0	0	9	9	0	0	0	0	5	5
SCHEDULE IN EFFECT FROM		12/15/2004		to		12/15/2004		TOTALS		
UPS B757	DL B752		DL CRJ		0		0		DEP	ARR
DAY	0	0	0	0	0	0	0	0	464	422
EVENING	0	0	0	0	0	0	0	0	103	154
NIGHT	0	0	0	0	0	0	0	0	13	4
TOTAL	0	0	0	0	0	0	0	0	580	580

Table 5. WEEKLY SCHEDULED AIR CARRIER AND COMMUTER FLIGHTS FOR THE FOURTH QUARTER 2004

AIRCRAFT	SCHEDULE IN EFFECT FROM				12/16/2004 AS CRJ7	to	12/19/2004		4 DAYS		
	AS B7374		AS B7377				AS MD80		AQ B7377		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	
DAY	7	0	7	7	14	14	14	14	14	14	
EVENING	7	14	0	0	0	0	0	0	7	7	
NIGHT	0	0	0	0	0	0	0	0	0	0	
TOTAL	14	14	7	7	14	14	14	14	21	21	
HP A319	SCHEDULE IN EFFECT FROM				12/16/2004 HP B7372	to	12/19/2004		HP CRJ	DEP	ARR
	HP A320		HP B7373				HP CRJ				
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	
DAY	0	0	0	0	0	0	6	6	7	7	
EVENING	0	6	0	0	0	0	2	3	6	6	
NIGHT	6	0	0	0	0	0	1	0	0	0	
TOTAL	6	6	0	0	0	0	9	9	13	13	
HP CRJ7	SCHEDULE IN EFFECT FROM				12/16/2004 AA MD80	to	12/19/2004		AA MD83	DEP	ARR
	HP CRJ9		AA MD82				AA MD83				
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	
DAY	0	0	21	21	7	0	0	0	21	14	
EVENING	0	0	0	0	0	7	0	0	0	7	
NIGHT	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	21	21	7	7	0	0	21	21	
WN B7373	SCHEDULE IN EFFECT FROM				12/16/2004 WN B7377	to	12/19/2004		UA A320	DEP	ARR
	WN B7375		UA A319				UA A320				
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	
DAY	164	164	25	25	97	84	0	0	0	0	
EVENING	51	51	6	6	7	20	0	0	0	6	
NIGHT	0	0	0	0	0	0	0	0	6	0	
TOTAL	215	215	31	31	104	104	0	0	6	6	
UA B7373	SCHEDULE IN EFFECT FROM				12/16/2004 UA B757	to	12/19/2004		UA CRJ7	DEP	ARR
	UA B7375		UA RJ				UA CRJ7				
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	
DAY	13	6	8	1	0	0	22	22	13	13	
EVENING	0	7	0	7	0	0	0	0	7	7	
NIGHT	0	0	0	0	0	0	0	0	0	0	
TOTAL	13	13	8	8	0	0	22	22	20	20	
UA E120	SCHEDULE IN EFFECT FROM				12/16/2004 FE A310	to	12/19/2004		UPS A300	DEP	ARR
	FE A300		FE B727Q				FE B727Q				
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	
DAY	0	0	0	0	0	0	0	0	0	5	
EVENING	0	0	4	5	0	0	0	0	5	0	
NIGHT	0	0	5	0	0	0	0	0	0	0	
TOTAL	0	0	9	9	0	0	0	0	5	5	
UPS B757	SCHEDULE IN EFFECT FROM				12/16/2004 DL CRJ	to	12/19/2004		TOTALS	DEP	ARR
	DL B752		0				0				
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	
DAY	0	0	0	0	0	0	0	0	464	422	
EVENING	0	0	0	0	0	0	0	0	103	154	
NIGHT	0	0	0	0	0	0	0	0	13	4	
TOTAL	0	0	0	0	0	0	0	0	580	580	

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND COMMUTER FLIGHTS FOR THE FOURTH QUARTER 2004**

AIRCRAFT	SCHEDULE IN EFFECT FROM				12/20/2004	to	12/31/2004	12 DAYS		
	AS B7374		AS B7377					AS CRJ7	AS MD80	AQ B7377
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	ARR	DEP
DAY	7	0	7	7	14	14	14	14	14	14
EVENING	7	14	0	0	0	0	0	0	7	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	14	14	7	7	14	14	14	14	21	21
	SCHEDULE IN EFFECT FROM				12/20/2004	to	12/31/2004	12 DAYS		
	HP A319		HP A320		HP B7372		HP B7373	HP CRJ		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	6	6	7	7
EVENING	0	6	0	0	0	0	2	3	6	6
NIGHT	6	0	0	0	0	0	1	0	0	0
TOTAL	6	6	0	0	0	0	9	9	13	13
	SCHEDULE IN EFFECT FROM				12/20/2004	to	12/31/2004	12 DAYS		
	HP CRJ7		HP CRJ9		AA MD80		AA MD82	AA MD83		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	21	21	7	0	0	0	21	14
EVENING	0	0	0	0	0	7	0	0	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	21	21	7	7	0	0	21	21
	SCHEDULE IN EFFECT FROM				12/20/2004	to	12/31/2004	12 DAYS		
	WN B7373		WN B7375		WN B7377		UA A319	UA A320		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	164	164	25	25	97	84	0	0	6	0
EVENING	51	51	6	6	7	20	0	0	0	6
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	215	215	31	31	104	104	0	0	6	6
	SCHEDULE IN EFFECT FROM				12/20/2004	to	12/31/2004	12 DAYS		
	UA B7373		UA B7375		UA B757		UA RJ	UA CRJ7		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	8	0	0	0	0	0	21	21	28	28
EVENING	0	15	0	0	0	0	0	0	7	7
NIGHT	7	0	0	0	0	0	0	0	0	0
TOTAL	15	15	0	0	0	0	21	21	35	35
	SCHEDULE IN EFFECT FROM				12/20/2004	to	12/31/2004	12 DAYS		
	UA E120		FE A300		FE A310		FE B727Q	UPS A300		
	0	0	0	0	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	4	5	0	0	0	0	0	5
EVENING	0	0	5	0	0	0	0	0	5	0
NIGHT	0	0	0	4	0	0	0	0	0	0
TOTAL	0	0	9	9	0	0	0	0	5	5
	SCHEDULE IN EFFECT FROM				12/20/2004	to	12/31/2004	12 DAYS		
	UPS B757		DL B752		DL CRJ		0	TOTALS		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	471	429
EVENING	0	0	0	0	0	0	0	0	103	155
NIGHT	0	0	0	0	0	0	0	0	14	4
TOTAL	0	0	0	0	0	0	0	0	588	588

**TABLE 5. (CONTINUED)****FOURTH QUARTER 2004****PERIOD TOTALS FOR  
AIR CARRIERS AND COMMUTERS****AIR CARRIERS**

	<u>DEP</u>	<u>ARR</u>
DAY	4938	4469
EVE	1240	1829
NIGHT	173	53
TOTAL	<u>6351</u>	<u>6351</u>

**COMMUTERS**

	<u>DEP</u>	<u>ARR</u>
DAY	1028	960
EVE	107	175
NIGHT	0	0
TOTAL	<u>1135</u>	<u>1135</u>

**AIR CARRIERS AND COMMUTERS**

	<u>DEP</u>	<u>ARR</u>
DAY	5966	5429
EVE	1347	2004
NIGHT	173	53
TOTAL	<u>7486</u>	<u>7486</u>

## VI. INCOMPATIBLE LAND USE

The contours shown in Figures 1 and 2 were digitized and overlaid on a digital land use map of the area around the Airport. The total areas enclosed by the 65 and 70 dB CNEL contours were 1,121.4 and 443.8 acres, respectively. The areas of incompatible land uses enclosed by the contours were then computed. The incompatible land use areas were 117.84 acres within the 65 dB contour of which 6.46 acres were also within the 70 dB contour.

It should be noted that the above incompatible land areas do not include the soundproofed schools in the vicinity of the Airport (the Luther Burbank Middle School, St. Patrick and Glenwood Schools). The above incompatible land use areas also do not include those residences to which the Airport has acquired aviation easements. Within the 65 dB contour, the Airport has acquired aviation easements, through its ongoing residential sound insulation program, to 754 parcels of land. Those 754 parcels total 110.91 acres. Fifty-eight of the 754 parcels, totaling 8.31 acres, are also located within the 70 dB contour. Within the 65 dB contour, the Airport has also acquired aviation easements, under the Court of Appeal decision in Baker v. Burbank-Glendale-Pasadena Airport Authority, 220 Cal. App. 3d 1602 (1990), to 54 parcels of land. For 34 of the 54 parcels, the Authority has acquired aviation easements both through Baker and through its ongoing sound insulation program. Those 34 parcels are included in the total number of sound insulation program aviation easements set forth above. The 20 remaining Baker easement parcels total 3.40 acres. Three of those parcels, totaling 0.39 acres, are located within the 70 dB contour.

It should be noted that the Airport Authority has made repeated attempts over the past several years to acoustically treat and obtain aviation easements at 286 residential parcels, totaling approximately 44.18 acres of the incompatible land use area within the 65 dB contour. Owners of these parcels have either refused to respond to notices regarding the sound insulation program, have withdrawn from the program, or own properties with major building code deficiencies that prevent them from participating.

The estimated numbers of incompatible residences are 1,134 within the 65 dB contour, and 44 within the 70 dB contour. The estimated numbers of people residing within the 65 and 70 dB CNEL contours are 3,062 and 119, respectively.

**REFERENCES**

1. California Department of Transportation, Division of Aeronautics, "Noise Standards", California Code of Regulations, Title 21, Chapter 2.5, Subchapter 6.
2. L-30488, Department of Transportation, State of California, 27 June 1984.
3. "Quarterly Noise Monitoring at Burbank Airport, First Quarter 2004", AAAI Report 1298.
4. "Quarterly Noise Monitoring at Burbank Airport, Second Quarter 2004", AAAI Report 1299.
5. "Quarterly Noise Monitoring at Burbank Airport, Third Quarter 2004", AAAI Report 1300.

**APPENDIX A**  
**NOISE MONITOR INSTRUMENTATION**

## APPENDIX A

### NOISE MONITOR INSTRUMENTATION

The permanent noise monitor system, manufactured by Tracor, consists of 17 remote monitoring stations (RMS) connected to a central site by telephone lines. The system block diagram showing the major elements is shown in Figure A-1. The electrical signal generated by the microphone/preamplifier assembly at each site is processed in the RMS electronics. The signal is passed through an A-weighting filter and is then detected and converted to a digital level signal in decibels with a resolution of 0.1 dB.

The digitized sound level is transmitted every half second by telephone line to the central site. The data received by the central site are processed by the computer. According to preset parameters, the noise is separated into two categories--aircraft noise and community noise. Each event attributed to an aircraft is saved in a noise event file. Computations are made of hourly noise level, community noise equivalent level, runway use, and other parameters. A wide variety of data presentations is available by exercising a number of routines provided by Tracor, as well as special-purpose routines that can be generated by the user.

The locations of the remote sites (shown in Figure 3) are listed relative to the runway thresholds in Table A-1.

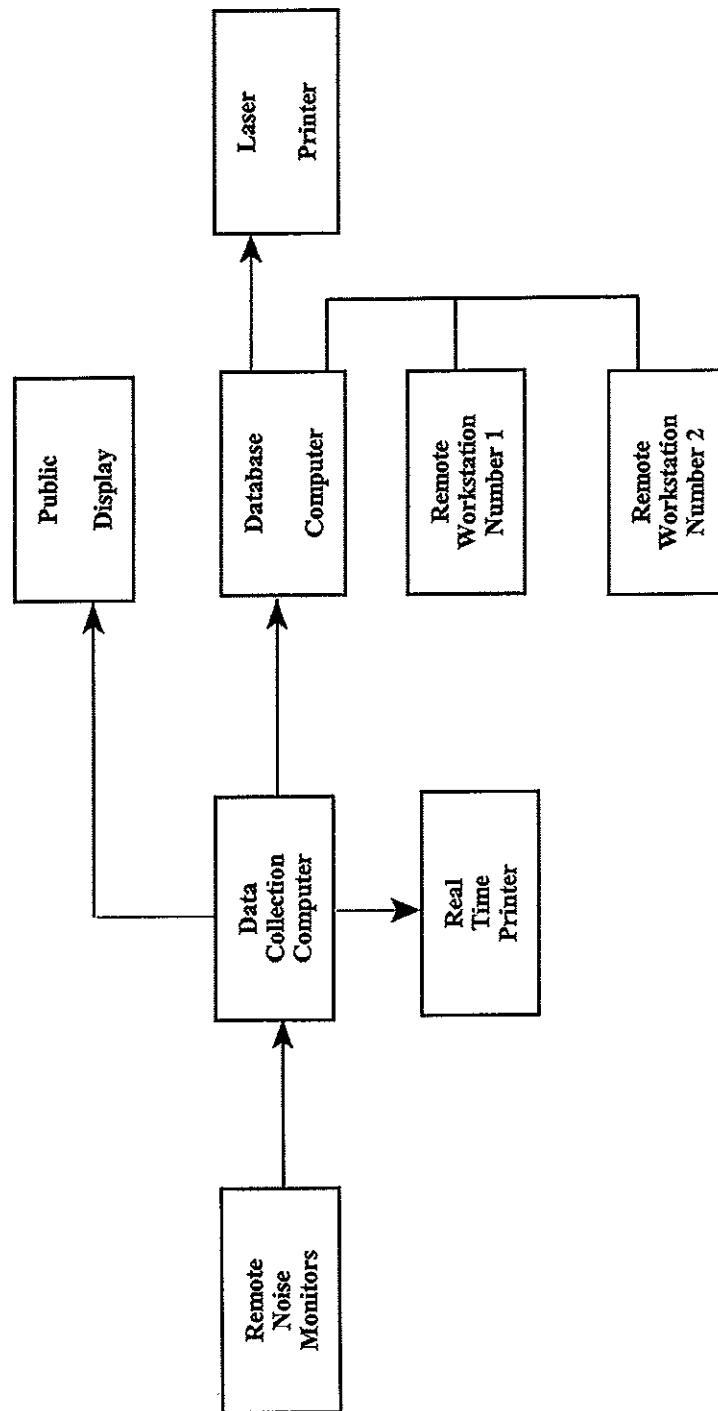


FIGURE A-1. PERMANENT NOISE MONITOR SYSTEM BLOCK DIAGRAM

TABLE A-1  
NOISE MONITOR SITE LOCATIONS

<u>Site No.</u>	<u>Distance From N. End of RW 15</u>	<u>Distance From Extended Centerline</u>
1	8590	-1490
2	10830	1590
3	13440	-1090
4	-150	1200
5	-810	1100
6	-3280	-740
7	-4720	-50
12	7520	-3320
13	10660	-3600
14	12780	1160
15	13380	-3920
16	11600	360
17	12900	-3520

Note: Positive distances from the runway threshold are to the south; positive distances from the extended centerline are to the east.

<u>Site No.</u>	<u>Distance From W. End of RW 8</u>	<u>Distance From Extended Centerline</u>
9	-8805	225
10	8180	-880
11	8740	-110
18	-5880	-440

Note: Positive distances from the runway threshold are to the east; positive distances from the extended centerline are to the north.

**APPENDIX B  
CALIBRATION**

## APPENDIX B CALIBRATION

The system was calibrated during setup using a Brüel and Kjaer pistonphone. Acoustic calibrations are being performed approximately every six months. Electrical calibrations are performed automatically shortly after midnight each day. Figure B-1 shows the latest calibration certificate of the pistonphone employed in the acoustic calibrations and Figure B-2 shows a typical electrical calibration.

**Odin Metrology, Inc.**

Calibration of Brüel &amp; Kjær

Certificate: 12267-2  
4228 Rev 11 Jun, 2003**Certificate of Calibration  
For Brüel & Kjær Pistonphone****MEASUREMENT STANDARDS**

This calibration is performed by comparison with Measurement Standard Pistonphones:

Type Calibrated by	4220 TS (Brüel & Kjær)	Serial Number	1048473
Cal Interval	12 months	Due Date	04 AUG 2004

Type Calibrated by	4220 TS (Brüel & Kjær)	Serial Number	1048795
Cal Interval	12 Months	Due Date	04 AUG 2004

- a) Estimated uncertainty of comparison:  
± 0.04 dB at 99% confidence level.
- b) Estimated uncertainty of Calibration Service Standard Pistonphone:  
± 0.09 dB at 99% confidence level.
- c) Absolute uncertainty:  
Sq. Root ( $a^2+b^2$ ) = 0.10 dB at 95% confidence level.

If the Ambient Pressure  $P_a$  deviates from the above stated nominal value, 1013 mbar, a correction  $\Delta SPL$  should be added to the calibrated Sound Pressure Level.

$$\Delta SPL = 20 \times \log_{10} P_a (\text{hPa}) / 1013$$

This acoustic calibrator has been calibrated using standards with values traceable to the National Institute of Standards and Technology.

The calibration of this acoustic calibrator was accomplished using a test system that conforms to the requirements of ANSI/NCSL Z540-1, ISO Guideline 25 and the guidelines of ISO 10012-1.

Calibration performed by *Harold Lynch*

Harold Lynch, Service Manager

**ODIN METROLOGY, INC.**  
CALIBRATION OF BRÜEL & KJÆR INSTRUMENTS  
3533 OLD CONEJO ROAD, SUITE 126  
THOUSAND OAKS, CA 91320  
PHONE: (805) 375-0830; FAX: (805) 375-0405

*Note: This calibration report shall not be reproduced, except in full, without written consent of Odin Metrology, Inc.*

Calibrator Type	4228
Serial Number	2245246
Submitted by	Acoustical Analysis Assoc
Purchase Order Number	Verbal
Asset Number	N/A

This calibrator has been found to perform within manufacturer's specifications of the Sound Pressure Level produced in the coupler terminated by a loading volume of 1,333 cm<sup>3</sup> at 1013 mbar, 20°C, and 65% RH to be 124.0 dB ± 0.15dB at a frequency of 251.2 Hz ± 0.1% and a second harmonic distortion of <3%.

This calibration is traceable to:  
NIST Test Number 822/266936-02, D1178.

**Condition of Test:**

Ambient Pressure	990.23	hPa
Temperature	23	°C
Relative Humidity	44	%
Date of Calibration	24 MAR 2004	
Re-calibration due on	24 MAR 2005	

**PERFORMANCE AS RECEIVED:**

SPL	124.04	dB re 20 µPa
Frequency	251.16	Hz
Distortion	0.5	%
HF Noise	-54	dB re 124 dB
Battery Voltage	9.1	VOLT

Was repair or adjustment performed? No!  
Were parts replaced? No!  
Were batteries replaced? No!

**FINAL PERFORMANCE:**

SPL	124.04	dB re 20 µPa
Frequency	251.16	Hz
Distortion	0.5	%
HF Noise	-54	dB re 124 dB

Note: This pistonphone was within manufacturer's specifications as received.

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\* Calibration Report \*

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Calibration RMS: 1 Passed Peak:109.9 dB @ 03/26/2004 0:06  
Calibration RMS: 2 Passed Peak:110.0 dB @ 03/26/2004 0:06  
Calibration RMS: 3 Passed Peak:109.9 dB @ 03/26/2004 0:06  
Calibration RMS: 4 Passed Peak:109.9 dB @ 03/26/2004 0:06  
Calibration RMS: 5 Passed Peak:110.0 dB @ 03/26/2004 0:06  
Calibration RMS: 6 Passed Peak:110.0 dB @ 03/26/2004 0:06  
Calibration RMS: 7 Passed Peak:109.9 dB @ 03/26/2004 0:06  
Calibration RMS: 9 Passed Peak:109.9 dB @ 03/26/2004 0:06  
Calibration RMS:10 Passed Peak:110.0 dB @ 03/26/2004 0:06  
Calibration RMS:11 Passed Peak:110.1 dB @ 03/26/2004 0:06  
Calibration RMS:12 Passed Peak:110.0 dB @ 03/26/2004 0:06  
Calibration RMS:13 Passed Peak:109.9 dB @ 03/26/2004 0:06  
Calibration RMS:14 Passed Peak:110.1 dB @ 03/26/2004 0:06  
Calibration RMS:15 Passed Peak:110.0 dB @ 03/26/2004 0:06  
Calibration RMS:16 Passed Peak:109.8 dB @ 03/26/2004 0:06  
Calibration RMS:17 Passed Peak:109.8 dB @ 03/26/2004 0:06  
Calibration RMS:18 Passed Peak:109.9 dB @ 03/26/2004 0:06

**Figure B-2. Typical Daily Electrical Calibration**